

25X1

U.S. Officials Only

CONFIDENTIAL

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

25X1

25X1

INFORMATION REPORT

COUNTRY USSR

SUBJECT Port of Novorossiysk Entry and
Security/Docking Facilities/Merchant Ships/Naval
Activity/Wrecks/General Comments

DATE DISTR. 5 Jun 1953

NO. OF PAGES 12

NO. OF ENCLS.

SUPP. TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794 OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS
PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

/The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3 of NSCID #7. This information was obtained by DIO-3ND and was forwarded as ONI report 62-3-53.7

2. Entry and Security Measures The ship was ordered by radio to anchor outside the port, at 44°35' N and 37°52' E, until Soviet pilots came aboard. When the pilots had boarded, the ship was directed to radio the port of the fact, and then proceeded directly to Pier 3. Two pilots were the only persons to board prior to docking. As soon as she had docked, on the west side of the pier, starboard side to the pier, a security force of 15 to 20 men came aboard. The ship was searched for 24 hours; radio and cameras were sealed. During the entire time in port, the ship was kept under constant surveillance. Armed guards were stationed along Pier 3, and an armed harbor craft stationed just off the southeastern tip of Pier 4. These guards prevented taking soundings, from testing the salinity of the water alongside the ship, and from observing port activity through binoculars. However, the pilots, members of the boarding party and the representatives of the state-controlled shipping agency were all "very nice" to the crew. Security measures upon departure were similar to those taken upon arrival; the pilots left the ship at the point where they boarded. The eastern and western moles of the harbor appeared to be in good condition.

3. Docking Facilities

a. Pier 3 (Elevator Pier): No cranes were observed on this pier. Rail connections now run about half way out on the pier; they are double-tracked; the gauge was not determined. The conveyor gallery on this pier was extremely old, probably the same seen there in 1926. Its operation was described as very inefficient.

b. Pier 5: This pier has been completely reconstructed with concrete surface and sides, and rock fill. No railroad tracks or cranes were seen. There were several large oil pipes running the length of the pier. A Soviet tanker was alongside.

U.S. Officials Only

CONFIDENTIAL

SECURITY INFORMATION

DISTRIBUTION	STATE	<input checked="" type="checkbox"/> ARMY	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	ORR EV			
--------------	-------	--	--	---	---	--------	--	--	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the Assistant Director of the Office of Collection and Dissemination, CIA.

ONI review(s) completed.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

CONFIDENTIAL/US OFFICIALS ONLY
Security Information

-2-

c. Other Piers: The passenger Pier, Oil Pier, Pier 1, Pier 2 and Pier 4 continue to be unused, with no signs of construction noticed.

4. Merchant Ships: No non-Soviet merchant ships were seen in the port. A large Soviet tanker was loading oil at Pier 5 on the night of 19 November; two Soviet coastal freighters of approximately 1000 gross tons were alongside Pier 3; four or five Soviet merchant ships of unidentified types were observed anchored in the area west of the Coaling Pier.
5. Naval Activity: Two unidentified Soviet destroyers were seen at anchor in the inlet west of Pier 5. Construction of what appeared to be warehouse-type structures was in progress on the west shore of the inlet that leads to the Tsames River. On 20 November the source attempted to walk west on the road running along the waterfront past Pier 3. He stated that he was stopped by a man he identified as an armed Soviet sailor at a point near Pier 4, and was turned back by two other men also identified as armed Soviet sailors at a point just past Pier 5. The source was unable to observe any other signs of naval activity in this area.
6. Wrecked Ships: In the opinion of the source, HO chart 4217 correctly reflects the location of wrecked ships in the port, except for three additions. These additions are just off the Passenger Pier, Oiling Pier and Wharf No 2. Although wrecks are indicated alongside Pier 3 it is apparently usable by small coastal-type ships. The source had no occasion to observe the destroyers reportedly submerged west of the Coaling Pier. No salvage operations were underway at the port; one of the pilots implied that new operations were not contemplated in the immediate future.
7. Harbor Defenses: The source stated that although he made a special effort to locate them he saw nothing which he could identify as harbor defenses.
8. General Comments on Port and Population: the port is in a very run down condition and still suffering from heavy war damage. There was very little shipping activity. the general population was extremely poor, existing on a bare subsistence diet. The morale of the labor working the ship appeared to be low.

-end-

CONFIDENTIAL/US OFFICIALS ONLY
Security Information

25X1

25X1

25X1

25X1

25X1

25X1

25X1